

VICKERS-VIMY WAS BUILT FOR BOMBING

Like Hawker's Sopwith Is
Land Machine but Has
Two Engines.

ITS RANGE 2,450 MILES

Will Fly at 90 Miles—Crew's
Safety Lies Only in
Success.

Both the Vickers-Vimy and the Handley-Page machines were constructed in England during the war with a single object in view, to rain bombs upon Berlin with the frequency and terrific destruction that the Germans had hoped to reach in their Zeppelin raids on the British capital.

Their outstanding characteristics as bombing planes, great cruising range, heavy weight carrying capacity, reliability and swift speed, made them almost ideal machines for the transatlantic flight toward which the eyes of British flying men turned when the necessity for bombing Berlin was past.

The Vickers-Vimy, although overshadowed by the huge Handley-Page, in turn dwarfs the little Sopwith in which Harry Hawker set out to blaze the North Atlantic trail. The Vickers-Vimy wing spread is 67 feet, while that of the Sopwith was 46 feet 6 inches. The plane, like the Australian's, is a land machine. Capt. Alcock and Lieut. Brown are taking the same chance as old Hawker, with the exception that in their case they have two engines to rely upon and will not drop their landing carriage and wheels as he did. On the other hand, they carry no collapsible boat.

Capt. Alcock and Lieut. Brown sit side by side in the rounded nose of the machine, with an instrument board con-

taining all the oil, gasoline, air and engine speed and altitude gauges in front of them. Their cockpit is just in front of the wings. On either side of them, mounted between the wings are the two Rolls-Royce engines, with their spinning, invisible, four-bladed propellers in front of them acting as tractor.

Both upper and lower planes are of the same length, longer than the American seaplanes, whose great upper wing is about thirty feet longer than the lower. Both wings are fitted with ailerons, making it possible to bank the plane sharply and rapidly. The gap between them is ten feet. From the nose in which pilot and navigator sit to the rudder behind the length of the plane is 42 feet 3 inches. Its height is 15 feet 3 inches. The wing area is 1,330 square feet.

Equipped as a bomber, with a crew of three men, a bomb load of 1,144 pounds, 470 gallons of gasoline and other military material such as a machine gun, ammunition, etc., the machine weighed 12,500 pounds and could fly at 100 miles an hour. The weight of the armament and bombs is now used for the great gasoline supply necessary. Both the gunner's cockpit, behind the wings, and the bomb rack have been replaced by great tanks.

The plane now carries 567 gallons of gasoline, which should give it a range of about 2,450 miles, nearly 2,500 miles more than is necessary for the "hop." This distance can be covered only if the plane travels at its cruising speed; that is, the speed at which its engines burn the least amount of fuel—miles. In the Vimy-Vickers this cruising speed is ninety miles an hour. The maximum speed of the plane is a few miles over 100.

Even with one engine out of commission the Vimy-Vickers could "limp" along at seventy miles an hour. Captain Alcock has firmly expressed the opinion that his plane would finish the flight even if one engine failed many miles from land. In any event, he could stay in the air long enough to call by wireless for aid and to hunt for a ship near which to land if motor trouble hit the plane midway in the journey.

Great strain is taken off the pilot in the long journey by the fact that the machine is exceedingly stable. Its inherent stability is such, it is said, that, being fitted with a compensating mechanism, it can be flown upward, downward or on the level without a hand on the "stick." In other words, the plane will fly itself, although the pilot cannot, of course, relax his mental as well as his physical exertions. As both Alcock

Flies Up 33,136 Feet, Where It's 8 Below Zero

VILLACOUBLAY, June 14.—Adjutant Casale, the French aviator who established a new world altitude record of 31,168 feet last week, broke his own record to-day by ascending in his airplane to a height of 10,100 meters (approximately 33,136 feet, or six and one-quarter miles). The flight was made in 56 minutes. The temperature at the height of 10,100 meters was eight degrees below zero.

Both Alcock and Lieut. Brown can spell each other at the controls, however. Despite the size of the machine the controls are so arranged and balanced that it takes very little exertion to fly the machine. The amount necessary varies, of course, according to the smoothness or bumpiness of the air.

Behind the cockpit in which Capt. Alcock and Lieut. Brown will fly through the night on their hazardous trip, stretches the fuselage or framework of the machine in which the gasoline tanks are housed. They are below the level of the engines, so that the gasoline is raised to a tank concealed in the upper wing by pumps driven by the little windmills which whirl violently in the great air blast of the big propellers. From the upper wing the gasoline flows downward by gravity feed to the two engines.

The motors are Rolls-Royce products, as are those of all the other British contestants. They are of 350 horsepower each and are generally believed to be the most reliable British airplane motor at the present time. They spin the great four-bladed propellers at a rate of 1,950 revolutions per minute. The diameter of the four-bladed propellers is ten feet, five inches. More than twice the amount of gasoline carried by Hawker, who had only 330 gallons, will be fed to these two motors during the journey.

The engines are built with a streamlined casing fitted about them so that they offer the least possible resistance to the great rush of the plane through the air. The radiators, just behind the propellers, are octagonal.

The great bomber had its trial flight

in Newfoundland June 9. At that time Capt. Alcock said his plane made 115 miles an hour, although this, of course, was not with the full load with which he will head eastward.

The Byrd bubble sextant, an instrument invented by Lieut.-Commander R. E. Byrd, U. S. N., will be used by Lieut. Brown in laying the course of the big bomber. This sextant was used to guide the VC-4 to Europe. In addition to his duties as navigator, Lieut. Brown will act as operator of the wireless set aboard the plane. This apparatus, which has a range of 500 miles, will be used by Lieut. Brown to talk to ships to get such data as location, wind direction, etc. It may save the lives of the daring pair, if it becomes necessary to send out the S. O. S., which means their brave attempt is ending in failure and disaster.

R-34 WILL LAND AT MINEOLA FIELD

Crowds to View Big British
Dirigible.

Roosevelt Flying Field, adjoining Camp Mills, at Mineola, was selected yesterday as the landing spot for the big British dirigible, R-34, which is scheduled soon to undertake a transatlantic flight from England. Roosevelt field was selected after numerous other landing places along the Atlantic coast had been inspected by the British officers.

Work on the field will begin immediately, so that everything will be in readiness to receive the dirigible, which, it is understood, will start the cross ocean air jaunt just as soon as arrangements for her reception here are completed. All that needs to be done at Roosevelt field is to sink a series of anchors to hold the dirigible once she lands. Everything else is waiting for her, since gas and all other supplies are easily obtainable at the big Mineola flying field.

Among the other advantages which prompted the inspecting British officers to settle upon Roosevelt field was the fact that she can be viewed in the air there by as many thousands of persons as want to get a look at her, and the field is big enough also to let all the thousands who want to inspect her after she is tied to her anchors. The R-34 is 534 feet long and carries three boats below the gas bag.

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Tenth Floor.

An Event Exceptional in Its Economies The June Sale of Porch Dresses

A collection of new Dresses, selected models from leading manufacturers who have co-operated with us in an effort to offer the best values of the season.

Sample Dix Make Dresses \$2.95 and \$3.95

Many Less Than Manufacturer's Cost.
Striped and Plaid Ginghams, Percalés, Chambrays and Tailored White Pique Dresses. Not all sizes in all styles.

Percalé Dresses \$2.25

Colored stripes, in model with white collar and cuffs.

Chambray Dresses \$2.95

Tailored model, trimmed with white linene. Also light checked Voiles, organdie trimmed.

Voile Dresses \$3.95

Light checks, with organdie frilled collar, cuffs and pockets.

Voile Dresses \$4.45

Flowered Voiles, in dainty models with sash girdles, organdie collar and cuffs. (One is illustrated at left.)



Dainty fabrics, dependable as to color and texture, in many simple, becoming fashions, appropriate for Summer wear. Smartly styled and neatly finished.

Tissue Dresses \$4.95

Pin striped, sheer tissue in light colors; with wide tucks in skirt and waistcoat bodice; short sleeves and organdie trimmed.

Voile Dresses \$5.45

White corded Voile with wide tucks in skirt and bodice; short sleeves and youthful round neck (centre illustration).

Plaids in pretty colors, sash bodice, organdie trimmed (illustrated at right).

Voile Dresses \$6.95

Fine white Voile hemstitched and tucked model trimmed with crisp organdie. Dark foulard patterned Voiles in smart styles, organdie trimmed.

Second Floor.

An Important Sale of Blouses

Offers the Best Values of the Season

Manufacturer's Surplus Stocks—Purchased Under
Most Advantageous Conditions and Priced Accordingly

Blouses \$2.95

White Voile in many models; new bib collar or collarless effects; Valenciennes and Filet lace trimmed.

Colored striped dotted Swisses, cool and pretty.

Blouses \$3.95

Figured Georgette and Crepe de Chine of excellent qualities in white, bisque, blue and flesh color.

Tailored and frill collar models in many styles.

Blouses \$5.00

Georgette Crepes in white, flesh and light colors. Beaded and frill models.

Cream Nets in dainty Summer styles.

At Manufacturer's Original Cost—A Limited Number Georgette Crepe Russian Blouses

\$10.75

A charming model, elaborately embroidered; in white, flesh and bisque.

Third Floor.

Women's Dresses

Of Novelty Voiles

**\$5.00, \$6.95, \$8.50
\$10.00, \$12.50 and \$15.00**

June Sale offering a series of remarkable values in those delightfully dainty Cotton Frocks, which play so important a part in Summer Wardrobes. Particularly smart models, introducing new style features, in all the fashionable light and dark color effects.

Third Floor.

Women's Capes

Marked for Clearance

\$25.00, \$29.50, \$35.00

Smart Serge Capes taken from regular stock and offered at prices that insure their speedy disposal. Foulard and novelty silk lined models, on extremely modish lines.

Third Floor.

Women's Suits of Wool Jersey

\$22.50

Sport models, the belted coats with patch pockets and the new Tuxedo collars. Fashionable colors and color combinations distinctly effective.

Third Floor.

Silk Sweaters—\$12.95

Priced Below What They Cost to Make

Summer Models in pure Silk, sleeveless, slip-on and coat effects in novelty and plain weaves. Straight and pearl waist and fish tail styles. In sport colors.

Third Floor.

Summer Negligees

Unusual Value
\$7.95

Corded Voile in the loveliest of flowered patterns, pink, blue, lavender, grey or navy.

A charming kimono model, with satin bands and fagoting, emphasizing its graceful lines; tassels finish the pointed sleeves.

Enough for Monday
Only

Second Floor.

Continuing the Sale of Women's White Footwear

White
Canvas
Oxfords
\$6.75

White
Canvas
Pumps
\$4.85

White
Canvas
Laced
Shoes
\$7.65

White
Buckskin
Sport
Shoes
\$10.75

Second Floor.

Lingerie Night Gowns

Featured
Tomorrow

\$1.95

A collection of dainty Summer Gowns, fashioned of fine Nainsook and sheer Batiste, trimmed with laces and embroideries.

Purchased under conditions which enable us to offer these at this very low price.

Second Floor.



THE DUO ART PIANO

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